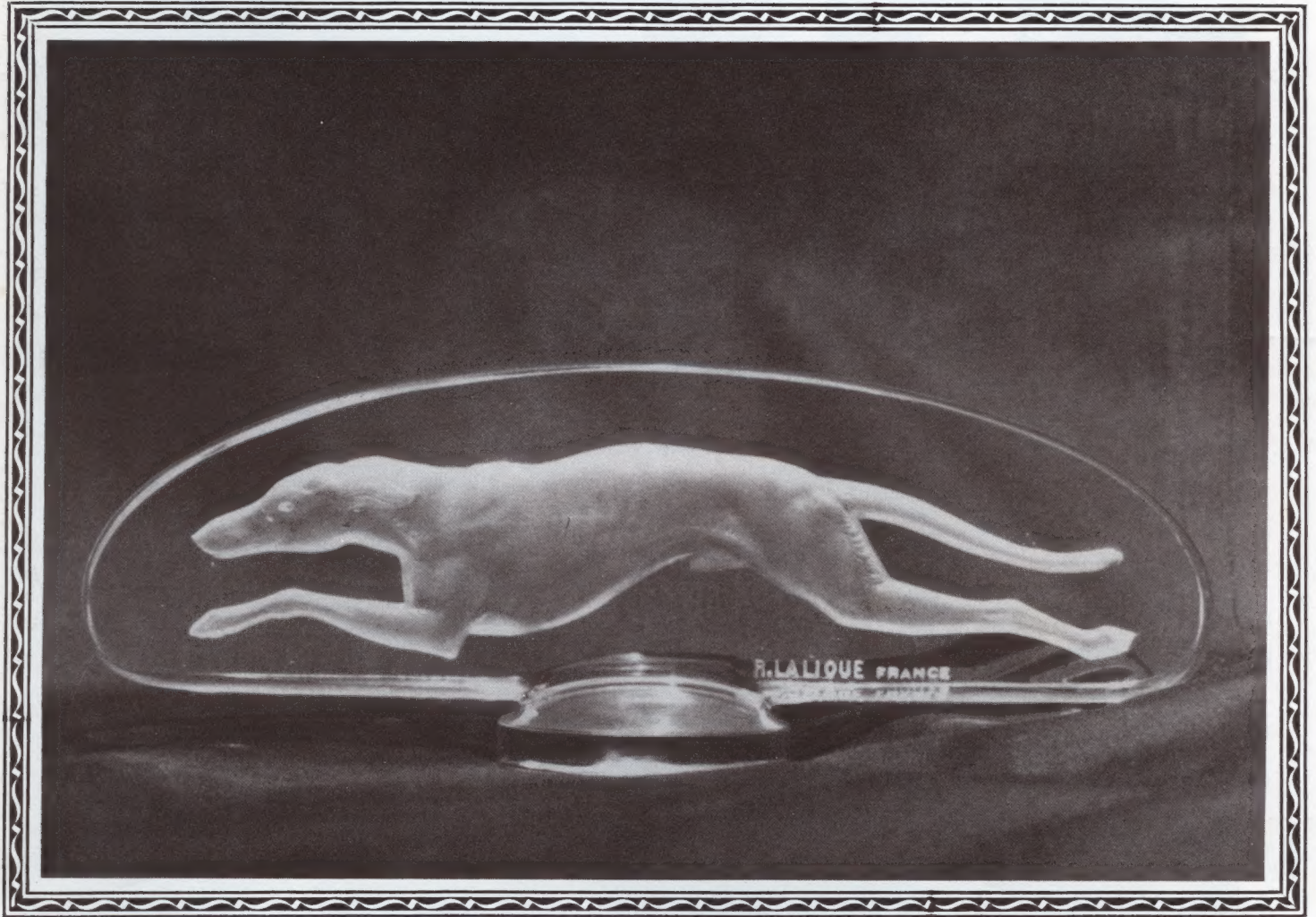


The FORK and BLADE

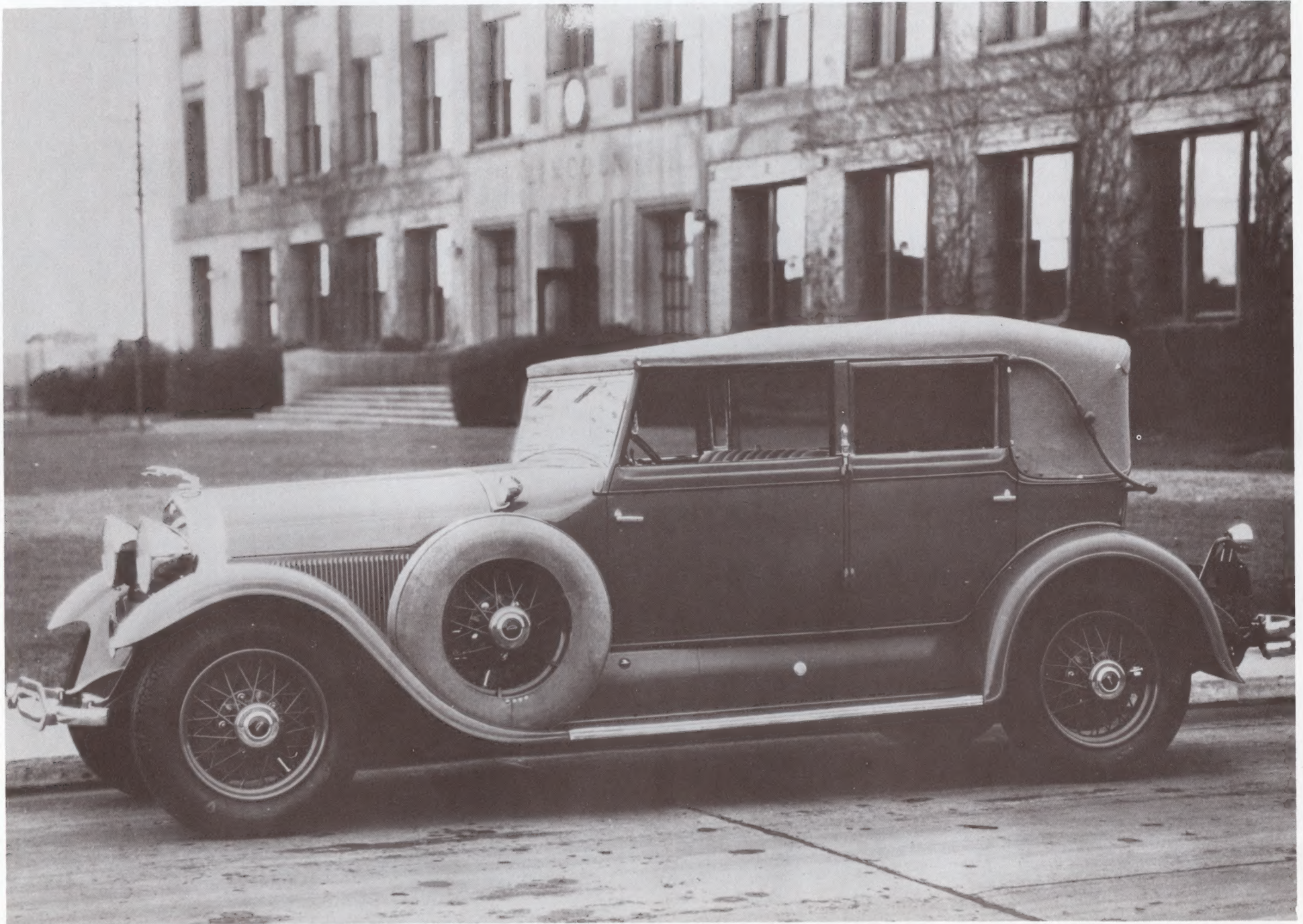
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 4

JULY-AUGUST 1979



1930 Dietrich Convertible Sedan



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

EDITOR

Rick Zobelein

CLUB OFFICERS

President D. Chapman
Vice President V. Jansen
Secretary S. Stensland
Treasurer H. Harper

DIRECTORS

Western Area T. Powels
Membership P. Hubbell
Activities J. Brower
Technical
 L Series K. Pearson
 K Series D. Price
Club Projects H. Harper

THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second Class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

FORK & BLADE

2510 Alameda

San Mateo, Ca. 94403

PUBLICATION DEADLINES

December 15..... Jan.-Feb. Issue
February 15..... March-April Issue
April 15..... May-June Issue
June 15..... July-August Issue
August 15..... Sept.-Oct. Issue
October 15..... Nov.-Dec. Issue

MEMBERSHIP DUES are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

Contents

VOLUME 18 NUMBER 4

JULY-AUGUST 1979

Mail Bag	2
Western Brief	3
My 1929 Lincoln	4
Kelley Blue Book	8
Lube Chart	9
Lalique	10
Marketplace	11



Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

MAIL BAG

Ray Atherton, Los Angeles:

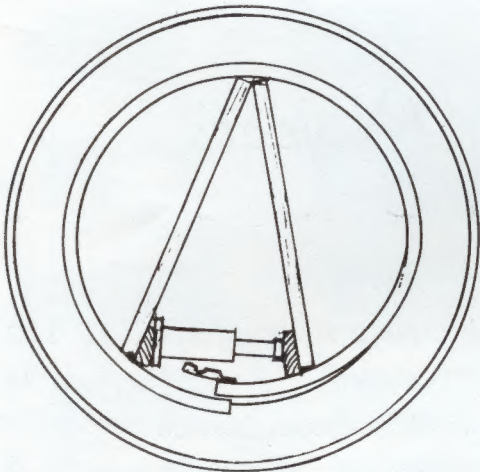
I thought this article might be of some interest for the Fork & Blade. Originally seen in the South African Automobilist Magazine.

I am writing this letter for the benefit of owners of veteran or vintage cars fitted with split steel rims and who do not possess a special rim expanding tool.

The removal of the tyre presents no problem, all you require are two tyre levers, but the refitting is almost impossible without an expander.

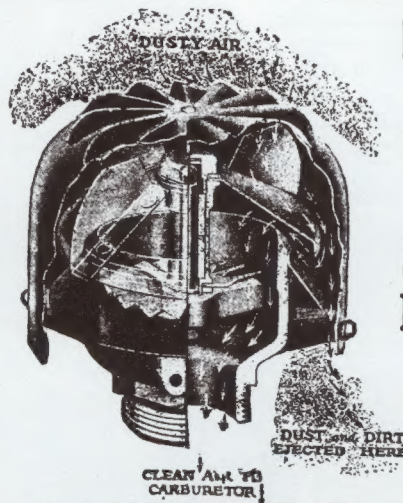
I have found the following method as good as any. All you require are two pieces of good quality wood approximately 2" x 1 1/2" and 19" long for 21" rims and two small chamfered blocks about 3" x 3" x 1 1/2".

Place these in your rim as shown in sketch and expand the rim using your jack. If your jack is of the hydraulic type, operate the jack in a vertical position.



HERSHEY 1979

The Lincoln Owners' Club will have a stall at the Hershey Meet to acquaint the public with the LOC and sign up prospective members. We will need volunteers to staff the booth so that all can enjoy the meet. Look for the Greyhound, we'll be there!!!!



**KEEP
OUT
DIRT
and
SAVE
HALF**

your
motor
repair bills
with a

UNITED AIR CLEANER

It's the dirt and grit from dusty roads that causes over 80% of the carbon and friction within your motor. Put on a UNITED AIR CLEANER and keep your motor young, fresh, and powerful. Eliminates 99 1/2% of dust and dirt from air stream, thus saving easily more than half your motor troubles and repairs. Types and sizes for all cars. Write for prices and folder.

LATHAN COMPANY, INC.

1454-66 Pine Street, San Francisco

EXPERT carburetor and ignition SERVICE




I am a member,
I pay my dues,
I come to meetings,
Now and then if I choose,
I don't volunteer,
When there's work to be done,
But when it's convenient,
I'll join in the fun,
Let the other guy do it,
Is my only creed,
I can't really be bothered,
When the club has a need,
So just take my money,
Provide me with fun,
Perhaps I'll take part,
If the work has been done.




Western Brief

May 20, 1979 was a special day in Northern California. On every odd year, the Mid Peninsula Car Club hosts an event billed as Friendship Day. Held on the grounds of the Stanford Linear Accelerator, this picnic brings together all of the old car enthusiasts in the Bay Area, whether they be Lincolns or Hudsons.


Being the first big car event of the season, many owners spent extra time cleaning up their pride and joy. This included your editor who spent many hours rubbing out the old finish on his sedan with the help of '32 KA owner Bill Burchett, who had come up from Southern California for the meet. Before noon, a number of Lincolns had surfaced and were all parked in a row, creating a fine display. Bob Sohl arrived from Santa Cruz with his family and 1927 Locke Roadster; George Nielsen brought his 1937 Willoughby sport sedan; Steve Lehto, wearing era clothing, came with his 1925 Brunn 7 pas sedan; and Stan Cocolos showed up with his 1926 7 pas sedan. Other LOC members present but without their cars were Art Graver, Tim Nill, Leonard Piszkiwicz, Terry Weber, and Ken Ullman.



The Silverado Concours took place on June 3, 1979 at the Silverado Country Club, located in the wine country of Northern California. Two Lincolns were on display here, one being a 1930 Dietrich Convertible Sedan owned by Tim Nill and a 1925 Judkins three window berline owned by Ed Linotti. This is an all original berline that came out of an estate in the wine country. The Dietrich is one of two left in the U.S. and is freshly restored, drawing many compliments from the spectators.

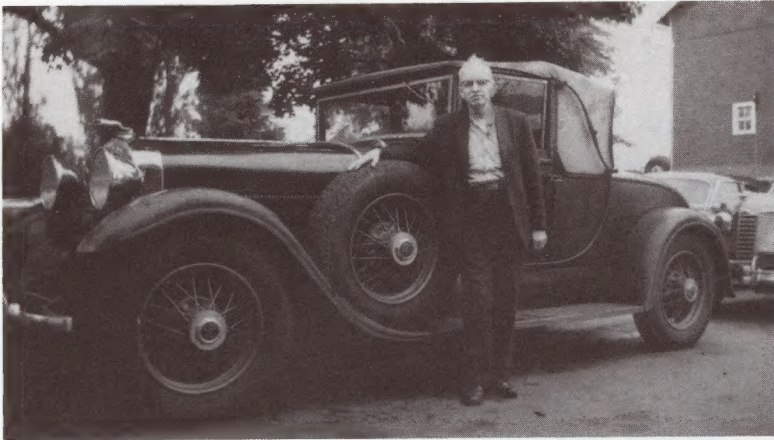


The famous Reno Swap Meet was nowhere to be seen, but in its place was the Squaw Valley Meet, held at the site of the Winter Olympics, near the North Shore of Lake Tahoe. Due to the threats of gas shortage and new location of the meet, the turnout of swappers was about half of normal. However there were Lincoln parts to be found. Don Westerdale and Bob Sohl had stalls at the meet, Jack Passey was walking around with some headlight parts, Art Graver bought a trunk and a 1922 Owner's Manual, and Tom Powels was seen running off to his car with a Lincoln full color sales catalogue. (Tom tries to be inconspicuous and blend into the crowd but his mustache gives him away.)



My 1929 Lincoln

by R. Wellwood



Part 3 Business and Pleasure

Let me dispel any suspicion that there was ever any want of affection for the old Lincoln because its purchase was quick and easy. Shortly after I bought it I parked it across the street from the house where I roomed, sat down on the front porch and sketched it from life as seen above. Behind it was a vacant lot, littered and flanked by billboards and non-descript structures; but I had seen enough of New York's Park Avenue and Chicago's Gold Coast to fake in the canopied entrance of a luxury apartment.

The only time the Lincoln ever suffered any collision damage it was standing in that same spot. A woman coming down the street in her Essex forgot to drive while she turned around to discipline a rambunctious dog in the back seat. The left rear was hit pretty hard; but the woman's husband was an IRS man who, even in those days, was collecting enough income tax so he could afford adequate insurance. Everything was well taken care of.

The Lincoln was mine some six or eight months before that "day of infamy", December 7. So there were all "those lazy, hazy days of summer" to enjoy it (with the top down) before the heavy hand of the rationing board pinched off our petrol.

First, it had to be shown off to my folks in Flint, Michigan, where General Motors and I were both born at about the same time (1910). The long Memorial Day week-end of 1941 allowed time for this trip with a brief stop in Findlay, Ohio where I had worked for a railroad carbuilder some years before.

Somebody in the Pittsburgh district told me of a man in Huntingdon, Pennsylvania who was collecting old cars. So, three weeks after the long trip to Michigan, the Lincoln went there where I met the late Emmert Swigard and saw some of the cars that formed the

nucleus of the well-known Swigard Museum which his son Bill still operates in Huntingdon. Mr. Swigard urged me to stop in Ebensburg on my way home and make myself known to one Fred McKenrick there who did most of his restoring. I did just that and, thereafter, counted Fred among my best friends until his death some fifteen years ago. It was Fred who first handed me an application for membership in an outfit called Antique Automobile Club of America. I sent it in with my dues and have not let it lapse in the ensuing 38 years.

The Lincoln traveled most of the length of Pennsylvania another time in those years — to Eagles Mere where old friends from Flint were running a "theatre".

I was slightly stage-struck myself in those days. At this late date I can scarcely remember any of my "starring vehicles"; but I well remember the vehicle that awaited me after many a final curtain at the Pittsburgh Playhouse. What could have been more fitting than the Club Roadster by Locke — standing at the stage door as the "celebrities" emerged? From the theatre one would logically expect such a car to convey its debonair owner, with one of the leading ladies, to some sophisticated gathering place of cafe society; but that's not quite the way it was in wartime Pittsburgh. More often than not it carried the erstwhile actor back to the plant to complete some pressing job that had to be done before sunup.

One winter's night I drove the Lincoln down the river from Wheeling to Marietta on the Ohio side to check on a couple of antique cars that I thought of adding to my fleet. One was a Pierce-Arrow of about 1920 which I passed up because the \$200 being asked for it was too much. The other was a towering old Detroit Electric of

the sort beloved by elderly ladies — replete with taffeta curtains and cut glass vases. This was the big one with dual controls enabling one to drive from the back seat or front as desired. It was pretty rough, stored outdoors and, of course, incapable of running without a ton of batteries fore and aft. When the man opened the door to show me the interior, a bum was found curled up on the floor “sleeping it off”. I didn’t buy that one either.

The Ingalls Shipbuilding Co., fearing a falling off of shipbuilding with the end of the war, tried to establish a diesel locomotive building industry in their Pascagoula shipyard. I went there to assist in the design and testing of the prototype. In this way, then, did 140 miles of the Old Spanish Trail from Mobile to New Orleans become a runway for the Lincoln. Sometimes, when a company car was unavailable, I drove it to the railroad yards in Mobile where our locomotive was operating. Then, as the locomotive project was phased out, it carried me to New Orleans to investigate job opportunities there.

Cattle used to wander back and forth across the highways in the Deep South in those days. On one of my trips to Mobile I passed the bloated carcass of a cow that didn’t make it. Noting the location, I resolved, on the way back, to pass that place as fast as possible. Later that day, then, as I approached the area, I put my foot to the floor and drove the old Lincoln as fast as she would go — probably 75 or 80 — the only time I ever had her wide open. It was probably somebody going like that who killed the poor cow in the first place.

This, too, was where Gladys came into the picture; so, naturally, the Lincoln was our courting car. In it we found the places we liked to dine and dance along the Coast near Biloxi and Gulfport. Once we drove down the eastern shore of Mobile Bay to explore old Fort Morgan which once guarded the approaches to Mobile from the tip of a long sand bar. Once the old Lincoln almost sank in the sand, but she pulled herself out.

Back in Pittsburgh, 1950 found me in the employ of McConway & Torley, pioneer producers of the familiar railroad car coupler. I worked there until coming to Charleston. This job did not normally entail much traveling or service calls on the customers; but on two memorable occasions it did — at times when the Lincoln was the only way to get there.

On the banks of the Monongahela River at Fayette City, Pennsylvania was a big chemical complex laced with narrow gauge tracks on which a tiny train hauled some sort of sludge out of the plant. I have long since forgotten the nature of their problem or what I did about it, but I can’t forget what a time I had getting there. The Lincoln faltered before I was well out of Pittsburgh. Luckily, it happened near the home of a car collecting crony of mine who came out in his old Pierce-Arrow and helped me with the trouble shooting. It wasn’t serious — just a bad wiper hose letting unwanted air into the intake manifold. That was soon plugged off and I kept plugging along with nothing more to worry

about except that I had no windshield wiper and the roads were a sheet of ice. Negotiating the side road that led down to Fayette City from Route 51 was like keeping a steamboat in the channel against the fast and swirling currents of a swollen river. She slid cross-wise of the road, but luck was with me and I got her home in one piece.

The other time the Lincoln carried me on a business errand for M&T was in better weather but over a greater distance. The Western Maryland Railway was contemplating changes in the coupling arrangements on their entire fleet of passenger cars, and we had to examine one of each of three or four types then in use in order to come up with what they wanted. This meant going to shops and stations in Baltimore and Hagerstown. For obvious reasons I should have ridden their trains to these points; but, since the train schedules made this impractical, the trusty Lincoln did the honors. One of these coaches was an elegant old private car used by the vice-president of the railroad — like the Lincoln, a *real* classic. Much of this trip was made over the Pennsylvania Turnpike — the first time the Lincoln ever went on one of these limited access roads so familiar to us now — where you buzz along hour after hour without stopping.

Later that year (c 1952) the Lincoln saw even more of the Pennsylvania Turnpike when Gladys and I drove it to the AACA Fall Meet which, in those days, was at Devon, near Philadelphia, instead of Hershey. Except for the replacement of a ragged top, it had undergone no restoration and, of course, won no trophies.

From there we went on to New York — through the Lincoln Tunnel to a hotel in mid-town Manhattan where we stayed for two or three days to give Gladys her first bite of the “Big Apple”.

Homeward bound, we went up the Hudson to Bear Mountain, through the Catskills and the Poconos and home via a more northern route to Pittsburgh.

That was about the last trip the Lincoln made in the “real world” as basic transportation. Since then, it has displayed antique license plates and its movements have taken it to meets, shows, tours and parades — some glorious — some catastrophic.

Most antique car owners today have had to start with junk and master all of the automotive engineering and manual skills required to build an automobile before there could be any driving — any meets or tours. For me, this has worked the other way. There were many miles and many years of proud and pleasant travel in the old Lincoln before those forces began to manifest themselves which, if unchecked, will make junk of the finest automobile. So now, late in the lives of both me and my car, I am just beginning to learn about restoration. Among you who are reading my story there will be many who know more about it than I do. It is, therefore, at some risk of exposing my ignorance that I shall be writing the fourth and final part of the story of my ’29 Lincoln which will be aptly entitled “Restoration in Reverse”.

The ECHO of Y



*Leland-built Lincoln Motor
Cars comprise eight body
styles*

It is not strange that motordom can scarce conceive it possible to excel the fine creations that you enjoy.

It has been so since the making of motor cars began.

Hark back some twenty years.

The motor cars of even then were marvels—for their day.

As passing time brought forth its new achievements, each thrilled you with its fresh sensations—then you wondered how you endured the car before.

Each new achievement **seemed** unsurpassable—until by genius it was surpassed.

Each **seemed** the great finality—yet will not each see its glory wane?

As the splendid mechanisms you have known roll on, it is only natural that they **seem** the ultimate in luxurious travel.

And yet, the **seeming** of the ultimate today is but an echo of the **seeming** in yesteryears.

For in the Lincoln car are revelations, new ease, new comforts, charms and fascinations which motordom has never known before.

WALTER M. MUR

Los Angeles

San Francisco

YESTERYEARS

In evolving the Leland-built Lincoln car, the purpose of its creators was not confined to producing a mechanism merely to represent a value commensurate with a specific merchandising figure.

Their purpose, rather, was to produce a superior motor car—superior in stability, in trustworthiness, and in endurance; superior in ease, superior in comfort and superior in performance; superior in the multitude of things and ways which make for consummate utility, for consummate charm and for consummate satisfaction in motor car possession.

High as was this purpose and difficult of accomplishment as it may appear, it is an oft-expressed opinion that the selling figure is a scant expression of the unusual character of the car and of its exceptional capabilities.

And it is estimate in which there is wide concurrence that a car of the Leland-built Lincoln type and proficiency, if produced by conventional practices and methods, would demand—and by sheer worthiness could command—a figure materially in excess of the established sales consideration.

PHY MOTORS CO.

Oakland

Pasadena

Kelley Kar Blue Book

Volume 1 EDITION OF OCTOBER, 1926 Number 4

PUBLISHED MONTHLY BY THE
Kelley Kar Company

Established 1915

LES KELLEY, - - - Editor

Subscription Price:

Per Year, \$15.00
Six Months, \$8.50
Single Copies, \$1.50

Where more than one **Blue Book** is required in an organization, the second and additional such yearly subscriptions are specially priced at \$10.00 each.

Payable in advance.

Phone WEstmore 3017

1834 So. Figueroa St. -:- Los Angeles, Calif.

LINCOLN—8

Motor No. Location—Left-hand side crankcase, near top.
Serial Location—Right side of dash under hood.

1921—33x5 tires. Outside door handles.

3	Roadster	835	\$4300	\$525
5	Phaeton	835	\$4300	\$500
7	Touring	835	\$4300	\$400
4	Coupe	835	\$4950	\$550
4	Sedan	835	\$5900	\$550
5	Sedan	835	\$5400	\$550
7	Town Car	835	\$6000	\$300
7	Suburban Limousine	835	\$6000	\$350

1922—Cowl Ventilators. 130-in. Wheel Base.

3	Roadster	3152	\$3800	\$700
5	Phaeton	3152	\$3800	\$600
7	Touring	3152	\$3800	\$550
7	Convertible Touring	3152	\$3400	\$500
4	Coupe	3152	\$4400	\$750
5	Sedan	3152	\$4700	\$750

1922—136-inch Wheel Base.

2	Sport Roadster	3152	\$3800	\$900
4	DeLuxe Phaeton	3152	\$3800	\$850
4	DeLuxe Touring	3152	\$3800	\$750
4	Judkins Sedan	3152	\$5200	\$950

DEDUCT COST OF NECESSARY REPAIRS

LINCOLN—8—Continued

No. Pass.	Body Type	Model	First Serial	Factory List	Cash Value
7	Standard Sedan		3152	\$4900	\$900
7	Suburban Limousine		3152	\$5100	\$1000
7	Town Car		3152	\$7200	\$900

1923—Hoodie shocks. 14 spring leaves in front in place of ten.

2	Roadster		8710	\$3800	\$1200
4	Phaeton		8710	\$3800	\$1200
7	Touring		8710	\$3800	\$1000
4	Sedan		8710	\$4600	\$1150
4	Judkins		8710	\$5400	\$1300
5	Coupe		8710	\$4400	\$1200
5	Sedan		8710	\$4700	\$1200
7	Limousine		8710	\$5100	\$1200
7	Open Drive Limousine		8710	\$6200	\$1000
7	Sedan		8710	\$4900	\$1200
7	Town Car		8710	\$6200	\$1000

1924—Late Models, Radiator Changed from Horizontal to Vertical Ventilating Leaves.

2	Roadster		16435	\$4000	\$1400
4	Phaeton		16435	\$4000	\$1350
7	Touring		16435	\$4000	\$1150
2	Judkins Coupe		16435	\$5100	\$1650
4	Judkins Berline		16435	\$5400	\$1600
4	Sedan		16435	\$4800	\$1650
5	Brunn Car		16435	\$6400	\$1700
5	Coupe		16435	\$4600	\$1500
5	Sedan		16435	\$4900	\$1500
7	Brunn Town Car		16435	\$6400	\$1700
7	Limousine		16435	\$5300	\$1500
7	Open Drive Brunn		16435	\$6400	\$1600
7	Sedan		16435	\$5100	\$1500

1925—Same as 1924 with the exception of fenders being longer and with greater curve.

2	Roadster		23615	\$4000	\$2100
4	Phaeton		23615	\$4000	\$2100
7	Touring		23615	\$4000	\$1800

LINCOLN—8—Continued

No. Pass.	Body Type	Model	First Serial	Factory List	Cash Value
2	Judkins Coupe		23615	\$5100	\$2600
4	Judkins Berline		23615	\$5400	\$2600
4	Sedan		23615	\$4600	\$2500
5	Brunn Cabriolet		23615	\$6400	\$2750
5	Coupe		23615	\$4800	\$2550
5	Sedan		23615	\$4900	\$2550
7	Limousine		23615	\$5300	\$2250
7	Limousine		23615	\$6000	\$2400
7	Open Drive Limousine		23615	\$6400	\$2000
7	Sedan		23615	\$5100	\$2550
7	Town Car		23615	\$6400	\$2000

1926—Go by Serial.

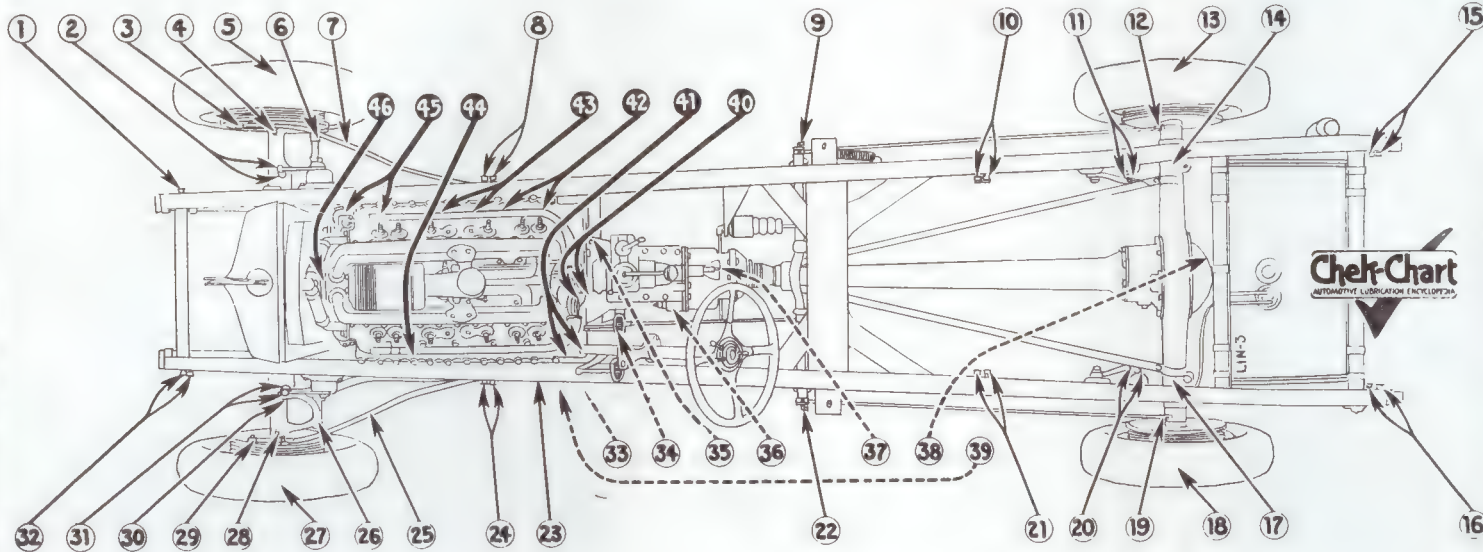
2	Roadster Sport		32000	\$4837.80 LA	\$2800
4	Phaeton Sport		32000	\$4837.80 LA	\$2800
4	Dietrich Club Roadster		32000	\$4837.80 LA	\$2800
5	Sport Phaeton Ton. Cowl		32000	\$5247.16 LA	\$2950
7	Sport Touring		32000	\$4837.80 LA	\$2600
4	Coupe, Tilting or Fold. S		32000	\$4940.14 LA	\$3000
2	Judkins Coupe		32000	\$5451.84 LA	\$3000
3	Cabriolet, Dietrich		32000	\$7600.98 LA	\$4250
4	Judkins Berline, 3 Wind.		32000	\$5758.86 LA	\$3250
4	Judkins Berline, 2 Wind.*		32000	\$5963.54 LA	\$3250
5	Sedan, 2, 3 Wind. LeBaron		32000	\$5144.82 LA	\$3000
5	Sedan		32000	\$5247.16 LA	\$3000
7	Limousine		32000	\$5656.52 LA	\$2900
7	Sedan		32000	\$5451.84 LA	\$3000
5	Brougham, Brunn		32000	\$6782.26 LA	\$3900
7	Brougham, Dietrich		32000	\$7191.62 LA	\$4000
7	Cabriolet, Brunn		32000	\$6986.94 LA	\$3900
7	Cabriolet Holbrook		32000	\$7600.98 LA	\$4250
7	Cabriolet Dietrich		32000	\$7600.98 LA	\$4250
7	Funeral Coach		32000	\$7191.62 LA	\$3500

*2 Window Judkins Berline carries six tire equipment with spares mounted on sides in fender wells.

R. C. Von Richter

MILEAGE LEGEND
● Lubricate Every 1,000 Miles
★ Lubricate Every 2,000 Miles
▲ Lubricate Every 5,000 Miles

Copyright 1935 by The Chek-Chart Corporation, Chicago, Imperial and International. Copyright secured. All rights reserved for all countries including right of translation. Printed in U. S. A. Patents Pending.



SERIAL No.: (1833)—K-B-1 to K-B-2,000. (1833) 185"—K-A-1 to K-A-1,500; 185"—K-B-2,001 to K-B-3,000.
LOCATION: On plate on front of dash.

CAPACITIES:
12 Cyl. 1932
V-12 (136" w.b.) 1933
V-12 (145" w.b.) 1933
(Pin Type Fittings—Free Wheeling Standard on 185" model and on 185" w. b. for 1833.)

CRANKCASE
12 qt.
11 qt.
12 qt.

TRANSMISSION
6 pt. or lb.
6 pt. or lb.
6 pt. or lb.

DIFFERENTIAL
6½ pt. or lb.
6 pt. or lb.
6½ pt. or lb.

COOLING SYSTEM
34 qt.
32 qt.
34 qt.

GAS TANK
28 gal.
26 gal.
26 gal.

LINCOLN 12 Cyl.—1932-33

LINCOLN

CHASSIS

- 1. Spring Bolt—Chassis Lubricant.
- 2. Shock Absorber Link (2 places)—Chassis Lubricant.
- ▲ 3. Brake Lever Shaft—Chassis Lubricant. Remove plug, install fitting, lubricate sparingly, replace plug.
- 4. King Pin—Chassis Lubricant.
- ▲ 5. Front Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
- 6. Tie Rod—Chassis Lubricant.
- ▲ 7. Brake Cable—Graphite Grease. Partial disassembly or special tool necessary.
- 8. Spring Shackle (2 places)—Chassis Lubricant.
- 9. Brake Cross Shaft—Chassis Lubricant.
- 10. Spring Shackle (2 places)—Chassis Lubricant.
- 11. Shock Absorber Link (2 places)—Chassis Lubricant.
- ▲ 12. Brake Lever Shaft—See Point 3.
- ▲ 13. Rear Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
- 14. Spring Seat—Chassis Lubricant.
- 15. Spring Shackle (2 places)—Chassis Lubricant.

- 16. Spring Shackle (2 places)—Chassis Lubricant.
- 17. Spring Seat—Chassis Lubricant.
- ▲ 18. Rear Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
- ▲ 19. Brake Lever Shaft—See Point 3.
- 20. Shock Absorber Link (2 places)—Chassis Lubricant.
- 21. Spring Shackle (2 places)—Chassis Lubricant.
- 22. Brake Cross Shaft—Chassis Lubricant.
- 23. Drag Link—Chassis Lubricant.
- 24. Spring Shackle (2 places)—Chassis Lubricant.
- ▲ 25. Brake Cable—See Point 7.
- 26. Tie Rod—Chassis Lubricant.
- ▲ 27. Front Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
- 28. King Pin—Chassis Lubricant.
- ▲ 29. Brake Lever Shaft—See Point 3.
- 30. Drag Link—Chassis Lubricant.
- 31. Shock Absorber Link (2 places)—Chassis Lubricant.
- 32. Spring Shackle (2 places)—Chassis Lubricant.

UNDER CAR

- 33. Drain Crankcase—2,000 miles Summer; 1,500 miles Winter.
- 34. Pedal Shaft Bearings—Chassis Lubricant (fitting).
- ★ 35. Clutch Release Bearing—Cup Grease (grease cup).
- ▲ 36. Transmission—Capacity 6 pt. or lb. Gear Lubricant. (See Note E.)
Above 32 deg. F. SAE 110
Below 32 deg. F. SAE 90
- ▲ 37. Universal Joint—Gear Lubricant (fitting).
- ▲ 38. Differential—See capacities at top of chart. Gear Lubricant.
Above 32 deg. F. SAE 110
Below 32 deg. F. SAE 90
- 39. Replace Crankcase Plug.

UNDER HOOD

- 40. Distributor (2 places)—Engine Oil (oil cups).
- ★ 41. Steering Gear—Gear Lubricant (fitting). Fill no higher than worm thrust adjusting nut. Excess will damage switch and lock.

- 42. Starter (2 places)—Light Engine Oil (oil cups).
- 43. Water Pump (2 places)—Front, Engine Oil (oil cup); not on 1933—136". Rear, Chassis Lubricant (fitting).
- 44. Fill Crankcase. See capacities at top of chart. Engine Oil.
Above 90 deg. F. SAE 40
90 to 32 deg. F. SAE 40
32 to 0 deg. F. No. 20W
Below 0 deg. F. No. 20W
- 45. Generator (2 places)—Light Engine Oil (oil cups).
- ★ 46. Fan—Cup Grease (grease cup).

NOTES:

- A. Shock Absorbers (Houdes)—Fill with special Shock Absorber Fluid.
 - B. Springs—Fitted with metal covers; no lubrication required.
 - ★ C. Air Cleaner—Wash in gasoline, dry, dip in new SAE 50 Engine Oil, drain and replace.
 - D. Battery—Under front floorboards, right side.
 - E. Free Wheel Unit—If so equipped, it is automatically lubricated from transmission.
 - F. Brake Booster—Lubricate every 10,000 miles by removing hose connection on cylinder and injecting 2 oz. Light Engine Oil. Cylinder unit should be removed to distribute oil around cylinder wall.
 - G. Front Engine Support (after Feb. 1932)—Chassis Lubricant (fitting).
- Spray or Oil Can Points—Spray or oil all clevises, joints, rods and rubbing points under car and under hood.

THERE ARE 59 LUBRICATION POINTS ON THESE MODELS REQUIRING 6 DIFFERENT LUBRICANTS.

LINCOLN 12 Cyl.—1932-33



Lalique

FRANCE

Rene Lalique, born and educated in France, spent his apprenticeship working for a prominent jeweler in Paris. By 1890, Lalique's creative efforts had revolutionized the design and materials of the goldsmith's art.

After the turn of the century, Lalique's interest turned to glass making. Examples of his work may be seen today in the form of perfume bottles, vases, lamps, statuettes, and small accessories. Adding to his Art Nouveau and Art Deco styling was the fact that Lalique's glass was special. Since it contained a certain percentage of lead oxide, it was actually lead crystal. Being easier to work with, lead crystal also reflects the light with unmistakable sheen and brilliance, thus enhancing the beauty of the object.

In the 1920's, upon special request, Lalique created in glass,

various designs in radiator ornaments and paper weights, both of which are much sought after today.

There are two designs that are of special interest, both of course are greyhounds. The first example, designed for H.R.H. Prince George and titled "LeVrier" was a greyhound mounted in arched form and supported from front paw to rear paw by a piece of glass which is almost invisible. The other design, created about 1930, was a greyhound frosted figure in relief on clear glass. Pictured here is an example owned by Bill Burchett, an LOC member in California. This model is 3½" high and 7¼" long. Note the attention to fine detail and the signature: R. Lalique, France. It is not known if the design is based on the Lincoln greyhound, but it bears a striking resemblance to our favorite mascot and is a fine accessory to own or admire.

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the club.

FOR SALE

1925-28 L Two wood wheels, rear, (700x21), good condition, need cleaning and painting, brake drums are good, one split rim missing from one wheel. \$100.00 for both or will sell separately.

1923 L Two wood wheel hub caps, good, \$10.00 each.
Contact: Steve Lehto, 857 Sydnor Dr.; Campbell, Calif. 95008. (408) 371-5392

1921-23 L Headlites

1923 L Owner's Manual

Contact: Michael Barrett; 20410 Fall City Hwy.
Redmond, Washington, 98052. (206) 885-7475

1932-33 KB V-12 Headgaskets, \$125.00 pair

1933 KA V-12 Headgaskets (using '34-'39 K aluminum heads)
\$125.00 pair.

1934-39 K V-12 Headgaskets, \$125.00 pair.

Prices include first class postage, personal checks welcome. Twenty pairs left!!!

Contact: Mike Lynch, 18 Hastings Ave. Toronto, Ontario, Canada, M4L-2L2. (416) 466-6775, Nites, 7-11.

1932 KB LeBaron Convertible Roadster with three position top. 37,074 original miles. 100% complete with original paint and upholstery, maroon body with black fenders. Runs and drives great. Will consider '32 KB trade.

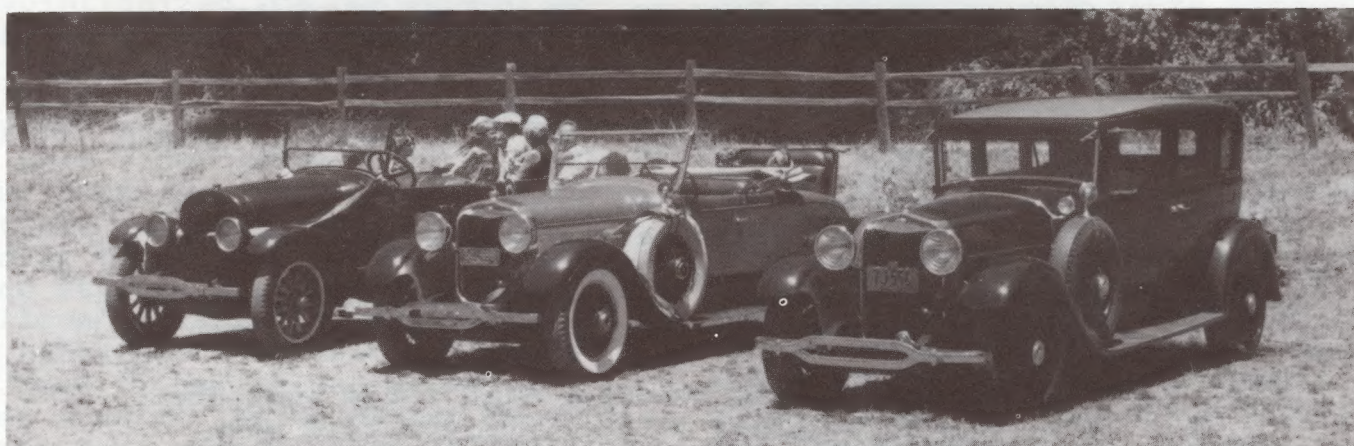
Ignition points, \$25.00; Distributor Cap, \$65.00; NashDual Ignition Distributor Cap, \$35.00. (will fit '32-'39 V-12 by grinding off .125" from bottom)
Contact: Mike Cormany, 2055 Lilac Ln., Morgan Hill, Calif. 95037. (408) 779-7822.

- 1927 L Restored steering wheel, \$125.00. Brackets to mount second spare tire on rear tire mount. \$150.00. Wood wheel lug wrench; (tire to wheel), \$20.00. Contact: Ray Atherton, 1913 Midvale Ave. Los Angeles, Calif. 90025. (213) 477-7880.

PARTS WANTED

- 1925-26 L 21" Buffalo Wire Wheels and Hubs (4).
Contact: Steve Lehto, 857 Sydnor Dr., Campbell, Calif. (408) 371-5392.
- 1929-30 L Headlites, Tire pump hose and gauge, distributor rotor and cap, inside mirrors, right and left rear vanity assembly (2).
Contact: Michael Barrett, 20410 Fall City Hwy. Redmond, Washington, 98052. (206) 885-7475.
- 1927 L Radiator shell and hood assembly.
Contact: Michael Anderson, PO Box 961, Elkhart, Indiana, 46515.

Fourth of July



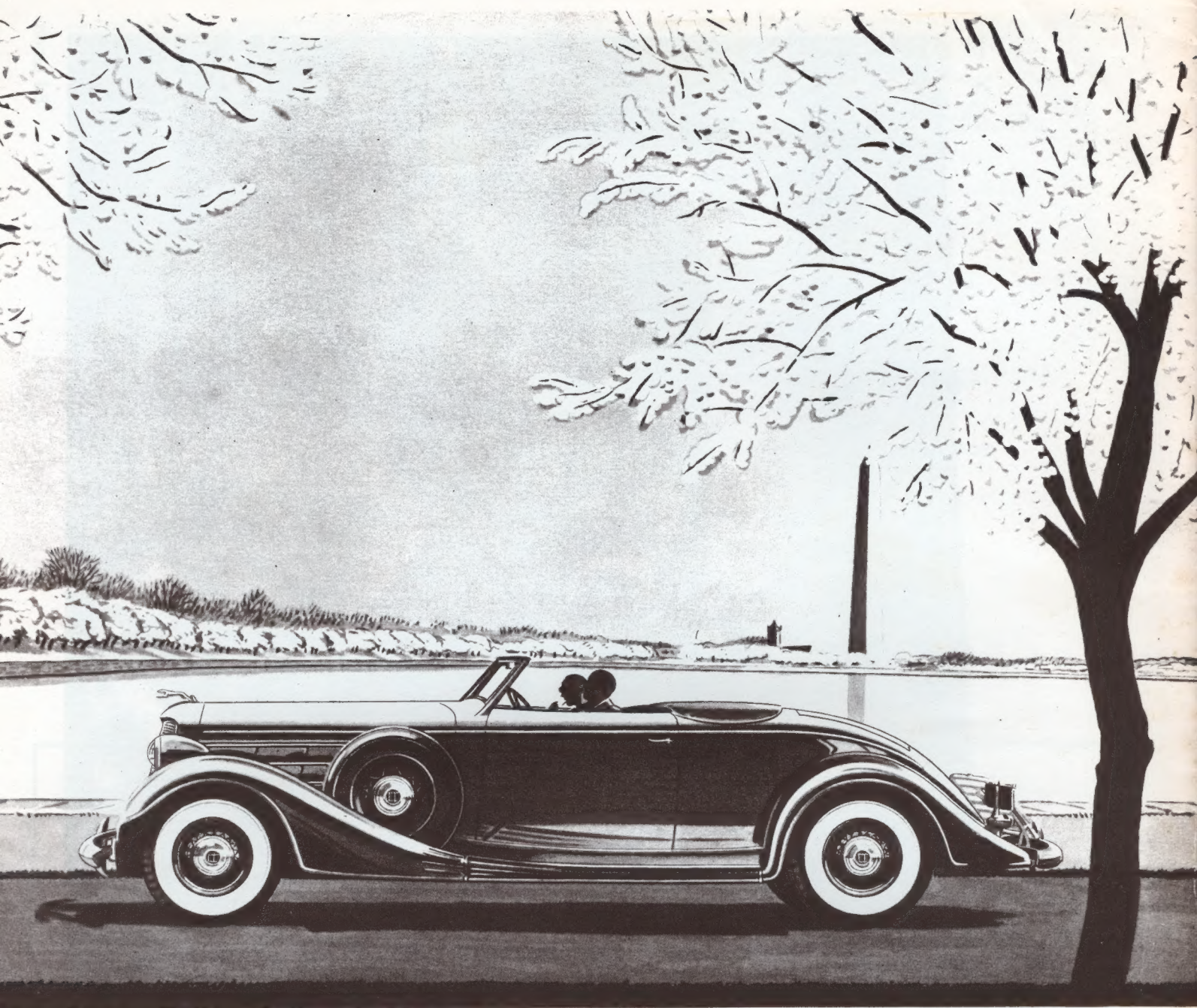
What is a holiday without a picnic and parade?? Bob Sohl, Jack Passey, And Rick Zobelein fired up their greyhounds and participated in a local Fourth of July parade and picnic. Pictured above is Bob's 1920 101A Touring, 1928 Locke Roadster, and Rick's 1930 169B Town Sedan. Since Jack arrived late, he was still in the parade with his family in their Locke D.C. Sport Phaeton when this shot was taken.

1928 2 Window 4 Passenger Sedan

Mr. and Mrs. Wallace Beery at their home in Hollywood.



Ed Linott



LE BARON CONVERTIBLE ROADSTER

THE LINCOLN

The Lincoln appeals first to the sophisticated motorist. Those who know the most about motor cars, who need not compromise with price, are its loyal adherents. They have owned four, six, or ten Lincolns. . . . Even more than its predecessors, the new Lincoln merits the allegiance of owners, old and new. This year, the powerful V-12 cylinder engine is placed forward several inches in the frame. As a result, the luxurious body becomes roomier, and rear-seat passengers ride poised ahead of the axle, rather than directly over it. Thus the new Lincoln is a more comfortable car than ever before. . . . And it is an easier car to handle. It surges lightly, swiftly ahead with a touch of the accelerator. Shifting is smoother. Springs are more flexible. . . . Modern beauty has been achieved without the sacrifice of the dignity traditional with Lincoln. Eighteen body types designed to meet every motoring requirement, formal or informal, are available.